

Message Text

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ORIGIN DOTE-00

INFO OCT-01 EUR-06 ISO-00 SCI-01 (ISO) R

DRAFTED BY: DOT/TPI-42: NDETERRA

APPROVED BY: SCI/AE: JBLOOM

DOT/TPI-42: BARAMUNDO

EUR/NE: SPDAWKINS

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P 211950Z MAR 74

FM SECSTATE WASHDC

INFO AMEMBASSY DUBLIN PRIORITY 0000

UNCLAS STATE 039319

FOLLOWING REPEAT STATE 039319 ACTION BERN BONN THE HAGUE
LONDON PARIS ROME STOCKHOLM INFO BRUSSELS COPENHAGEN
MADRID TOKYO 27 FEB 74

QTE

UNCLAS STATE 039319

E.O. 11652:N/A

TAGS: ETRN, ENRG, TECH, OTRA, XG

SUBJECT: FORTHCOMING DOT STUDY MISSIONS RELATED TO
INTERNATIONAL COOPERATION IN ENERGY R AND D

1. BACKGROUND. IN SUPPORT OF 1973 PRESIDENTIAL DIRECTIVE
TO DEVELOP NEW INTERNATIONAL COOPERATIVE PROGRAMS IN ENERGY-
RELATED RESEARCH AND DEVELOPMENT, DOT IS PLANNING A SERIES
OF FACT-FINDING MISSIONS TO INVENTORY EXISTING AND PLANNED
TRANSPORTATION ENERGY R AND D IN SELECTED EUROPEAN COUNTRIES
AND JAPAN. INFORMATION GATHERED WILL BE USED FOR DOT ENERGY
CONSERVATION PLANNING IN LIGHT OF POSSIBILITIES FOR FUTURE
BILATERAL COOPERATIVE ACTIVITY.(FOR DOT PURPOSES, R AND D
IS UNDERSTOOD TO COVER SOCIOECONOMIC AND POLICY STUDIES
AS WELL AS TECHNOLOGY.)

2. STUDY MISSIONS ARE PLANNED TO TAKE PLACE BETWEEN MARCH
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AND JUNE 1974. MISSIONS WILL COVER:(A) SURVEY OF EUROPEAN ENERGY CONSERVATION POLICIES AND PROCEDURES IN TRANSPORTATION, AND ENERGY-RELATED TECHNOLOGICAL R AND D;(B) SURVEY OF EUROPEAN ENERGY SUPPLY-DEMAND MONITORING AND FORECASTING TECHNIQUES AND METHODOLOGIES; (C) SURVEY OF EUROPEAN ENERGY CONSERVATION POLICIES AND TECHNOLOGY RELATED TO MARINE TRANSPORTATION; AND (D) SURVEY OF JAPANESE DEVELOPMENTS IN SAME AREAS AS MISSIONS A AND B.

3. MISSION A IS FIRST SCHEDULED, AND WILL INCLUDE ONE OFFICIAL FROM OFFICE OF ASSISTANT SECRETARY FOR POLICY, PLANS AND INTERNATIONAL AFFAIRS (TPI) AND ONE OFFICIAL FROM OFFICE OF ASSISTANT SECRETARY FOR SYSTEMS DEVELOPMENT AND TECHNOLOGY (TST). TENTATIVE ITINERARY FOLLOWS: PARIS, MARCH 21-22; BERN, MARCH 25; ROME, MARCH 26-27; BONN, MARCH 28-29; STOCKHOLM, APRIL 1-2; THE HAGUE, APRIL 3; LONDON, APRIL 4-5. DOT MISSION WILL BE PREPARED TO BRIEF LOCAL OFFICIALS ON DOT ENERGY CONSERVATION PLANS AND R AND D.

4. ACTION REQUESTED. USING OUTLINE OF DOT INTEREST AREAS IN PARA. 5, ACTION ADDRESSEES ARE REQUESTED TO PROPOSE SCHEDULES INVOLVING APPOINTMENTS WITH OFFICIALS IN MINISTRIES OF TRANSPORT, ENERGY, RESEARCH AND TECHNOLOGY, AND OTHER ORGANIZATIONS DEEMD APPROPRIATE. TPI AND TST OFFICIALS WILL FOLLOW IDENTICAL COUNTRY ITINERARIES, ALTHOUGH VISITS TO DIFFERENT CITIES MAY BE NECESSARY. SEPARATE APPOINTMENT SCHEDULES IN EACH CITY MAY BE INDICATED IN VIEW OF INTERESTS INDIVIDUAL MISSION MEMBERS. IT IS SUGGESTED THAT FIRM APPOINTMENTS NOT RPT NOT BE MADE UNTIL CONFIRMED BY DOT. WHERE INITIAL EMBASSY CONTACTS WITH FOREIGN OFFICIALS INDICATE THAT MEETINGS WITH INDUSTRY REPRESENTATIVES MIGHT BE USEFUL, SUCH RECOMMENDATIONS SHOULD BE INCLUDED IN RESPONSE TO THIS MESSAGE SO THAT ITINERARY MAY BE ADJUSTED ACCORDINGLY. ALL ACTION POSTS ARE REQUESTED TO SUPPLY PROPOSED SCHEDULE BY MARCH 9. ONCE ITINERARY CONFIRMED, POSTS WILL BE ADVISED OF FINAL TRAVEL PLAN, NAMES OF TRAVELLERS AND COMMODATION REQUIREMENTS.

FOR BERN: IN ADDITION TO FEDERAL OFFICE OF TRANSPORTATION AND OTHER APPROPRIATE GOVERNMENT OFFICES, PLEASE CONTACT PROF. GENTON AT TRANSPORT INSTITUTE IN LAUSANNE FOR ADDITIONAL SUGGESTIONS.

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5. DOT INTEREST AREAS.

THE INTEREST AREAS HAVE BEEN DIVIDED INTO TWO GROUPS CORRESPONDING TO THE INTERESTS OF TPI AND TST OFFICIALS. THE AREAS REFLECT DOT'S ENERGY ACTION PLANNING PROCESS.

A. TPI INTERESTS: ENERGY CONSERVATION POLICIES AND PROCEDURES

I. DEMAND REDUCTION

- PRICE EFFECTS (STUDY OF PRICE ELASTICITY)
- SEMI AND FULL RATIONING
- LAND USE AND URBAN PLANNING
- TELECOMMUNICATIONS
- SPEED LIMITS
- MARKET SHIFT TO SMALLER AUTOS

II. INCREASE LOAD FACTORS

AVIATION

- AIRLINE CAPACITY REDUCTION

AUTOMOBILE

- CARPOOLING (NATIONAL CARPOOL ACTION PLAN IN U.S. INCLUDES COMPUTER MATCHING, PREFERENTIAL CARPOOL LANES, PARKING, ECONOMIC INCENTIVES, DEMO. PROGRAMS, ETC.

FREIGHT

- REGULATORY CHANGES TO IMPROVE COMMON CARRIER LOAD FACTORS

III. MODAL SHIFTS

- URBAN AUTO TO MASS TRANSIT
 - ECONOMIC INCENTIVES
 - CAPITAL AND OPERATING SUBSIDIES
 - PARA-TRANSIT
 - MARKETING/SERVICE IMPROVEMENTS
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- INTERCITY AUTO TO BUS AND RAIL
- INTERCITY TRUCK TO RAIL

IV. POLICIES TO IMPROVE OPERATIONAL EFFICIENCY

AVIATION

- GROUND OPERATIONS, AIR CONGESTION, OPTIMUM CRUISING SPEEDS, MINIMUM CIRCUITOUS ROUTING, FLT. SIMULATORS FOR TRAINING

AUTOMOBILE

- TRAFFIC SURVEILLANCE CONTROL, URBAN TRAFFIC CONTROL/BUS

PRIORITY,
MASS TRANSIT
TRUCKS
RAIL

V. INCREASING FUEL TRANSPORTATION EFFICIENCY

VI. IMPACT ASSESSMENT ON TRANSPORTATION INDUSTRIES AND
INTERNATIONAL ECONOMY

(NB: THIS INTEREST LIST IS IN FORM OF BROAD PROGRAM
OBJECTIVES, EACH OF WHICH MAY INCLUDE A NUMBER OF SPECIFIC
MEASURES DESIGNED TO ACHIEVE THE OBJECTIVE. WHETHER OR NOT
EUROPEAN COUNTRIES HAVE REACHED THE STAGE OF IDENTIFYING
BROAD PROGRAM OBJECTIVES, DOT MISSION WOULD HOPE TO
RECEIVE BRIEFING ON EXISTING OR PLANNED CONSERVATION
MEASURES IN TRANSPORTATION.

B. TST INTERESTS: ENERGY CONSERVATION TECHNOLOGY R AND D

I. ADVANCED AUTOMOTIVE POWER SYSTEMS

A. IDENTIFY TECHNOLOGICAL OPTIONS: STRATIFIED CHARGE, LIGHT-
WEIGHT DIESEL, GAS TURBINE, RANKINE.

B. ANALYSIS OF IMPACTS OF MASS PRODUCING ABOVE TECHNOLOGICAL
OPTIONS ON: SAFETY, EMISSIONS, CONSUMER COST, BALANCE OF
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PAYMENT, STRUCTURAL UNEMPLOYMENT, INDUSTRY, FUEL SAVINGS.

C. ANALYSIS OF PROCESS BY WHICH INDUSTRY WOULD ESTABLISH
CAPABILITY TO MASS-PRODUCE AUTOMOTIVE POWER SYSTEMS.

II. AUTOMOTIVE ENERGY EFFICIENCY

A. FUEL ECONOMY TECHNOLOGY

-ANALYSIS OF FUEL SAVINGS POTENTIAL OF NEAR-TERM
TECHNOLOGICAL AUTO AND TRUCK MODIFICATIONS I.E. ENGINE,
TRANSMISSIONS, AERODYNAMICS, WEIGHT REDUCTION, RADIAL TIRES,
ENERGY STORAGE DEVICES.

B. VEHICLE/HIGHWAY SYSTEM MODELING

III. ADVANCED HIGHWAY VEHICLE ENERGY CONSERVATION

-HYDROGEN FUELED SYSTEMS
-AIR-FUEL MIXTURE CONTROL MECHANISMS
-SIMULATION MODELS OF FUEL CONSUMPTION CHARACTERISTICS OF

PROPULSION SYSTEMS

IV. BUS PROPULSION

-FLYWHEEL ENERGY STORAGE

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*** Current Handling Restrictions *** n/a

*** Current Classification *** UNCLASSIFIED

Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: BUSINESSMEN, ENERGY, NEGOTIATIONS, RESEARCH & DEVELOPMENT AGREEMENTS, VISITS
Control Number: n/a
Copy: SINGLE
Draft Date: 21 MAR 1974
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: n/a
Disposition Approved on Date:
Disposition Authority: n/a
Disposition Case Number: n/a
Disposition Comment:
Disposition Date: 01 JAN 1960
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1974STATE039319
Document Source: CORE
Document Unique ID: 00
Drafter: 42: NDETERRA
Enclosure: n/a
Executive Order: n/a
Errors: n/a
Film Number: n/a
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1974/newtext/t19740379/aaaagvqe.tel
Line Count: 233
Locator: TEXT ON-LINE
Office: ORIGIN DOTE
Original Classification: UNCLASSIFIED
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 5
Previous Channel Indicators:
Previous Classification: n/a
Previous Handling Restrictions: n/a
Reference: n/a
Review Action: RELEASED, APPROVED
Review Authority: golinofr
Review Comment: n/a
Review Content Flags:
Review Date: 11 JUL 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <11 JUL 2002 by elbezefj>; APPROVED <17 JUL 2002 by golinofr>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: <DBA CORRECTED> jms 971017
Subject: FORTHCOMING DOT STUDY MISSIONS RELATED TO INTERNATIONAL COOPERATION IN ENERGY R AND D
TAGS: ENRG, ETRN, OTRA, TECH, XG
To: DUBLIN
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005